AMENDMENTS TO THE DRAWING FIGURES

Applicant proposes to amend Figures 2-5 in accordance with the changes marked in red on the copy of those figures that accompany this amendment.

In Figure 2, coupler 54 connects and disconnects input 40 and output 18 as described in the specification; therefore the input 40 and output 18 are now shown disconnected at the location of coupler 54.

In Figure 3 "Coupled" should be "Coupler." "Clutch" is added before identifying numeral 60 and 70.

In Figure 4, coupler 54 alternately connects and disconnects input 40 and output 18, as described in the specification; therefore the input 40 and output 18 are now shown disconnected at the location of coupler 54.

In Figure 5, "Coupled" is replaced with "Coupler." "Clutch" is inserted before identifying number 70.

The proposed drawing changes appear also in several Replacement Sheets that accompanies this amendment.

REMARKS

Applicant affirms its election without traverse to prosecute the invention of species B, Figures 1, 4-5, and claims 1-5. The Office action indicates that the Examiner had a telephone conversation with Franklin MacKenzie on June 14, 2005. I believe that telephone conversation was with me, not with Franklin MacKenzie.

The drawings stand objected to due to an informality present in Figure 4. Applicant has proposed to correct this informality to make other changes to the figures as discussed herein.

The specification stands objected to because of the spacing of the lines. A copy of the application specification, corrected to have a line spacing of 1.5 in accordance with the suggestion of the Office action, is enclosed.

On page 3, line 19, "18" refers now to the output not to a rear driveshaft.

Claims 1-5 stand rejected under 35 U.S.C. 112, second paragraph, as indefinite. In Claim 1, "first transfer drive" has been changed to "transfer drive" for consistency with its antecedent.

Claims 1-5 stand rejected under 35 U.S.C. 102(b) as anticipated by Yamamoto (the '825 patent). The speed reduction drive path has been more specifically defined in this amendment to distinguish it over the cited prior art. For example, as amended, Claim 1 cites a pinion secured to the input for rotation therewith. The pinion 90 shown in Figure 2 of the '825 patent is journalled on the input 76. Claim 1, as amended, recites that a gear is journalled on the layshaft and driveably connected to the pinion. The '825 patent shows a gear 82 that is secured to, but not journalled on the layshaft. Claim 1, as amended, states that the second pinion is journalled on the layshaft and secured to the gear. The '825 patent shows a second pinion 96 that is secured to, but not journalled on layshaft 94. Claim 1, as amended, also states that a second gear is secured to the first output. The '825 patent shows a second gear 112 that is journalled on, but is not secured to first output. Claim 1, as amended, now recites a friction clutch for releasably

connecting the speed reduction drive path and the transfer drive. The '825 patent illustrates and describes a dog clutch connecting the speed reduction drive path to the transfer drive.

For these reasons, Claims 1, and 3-5 define an invention that is not disclosed nor suggested in the cited prior art references. Claims 1, and 3-5 appear now in condition for allowance. Claim 1 is generic to all claims of the application.

Respectfully submitted,

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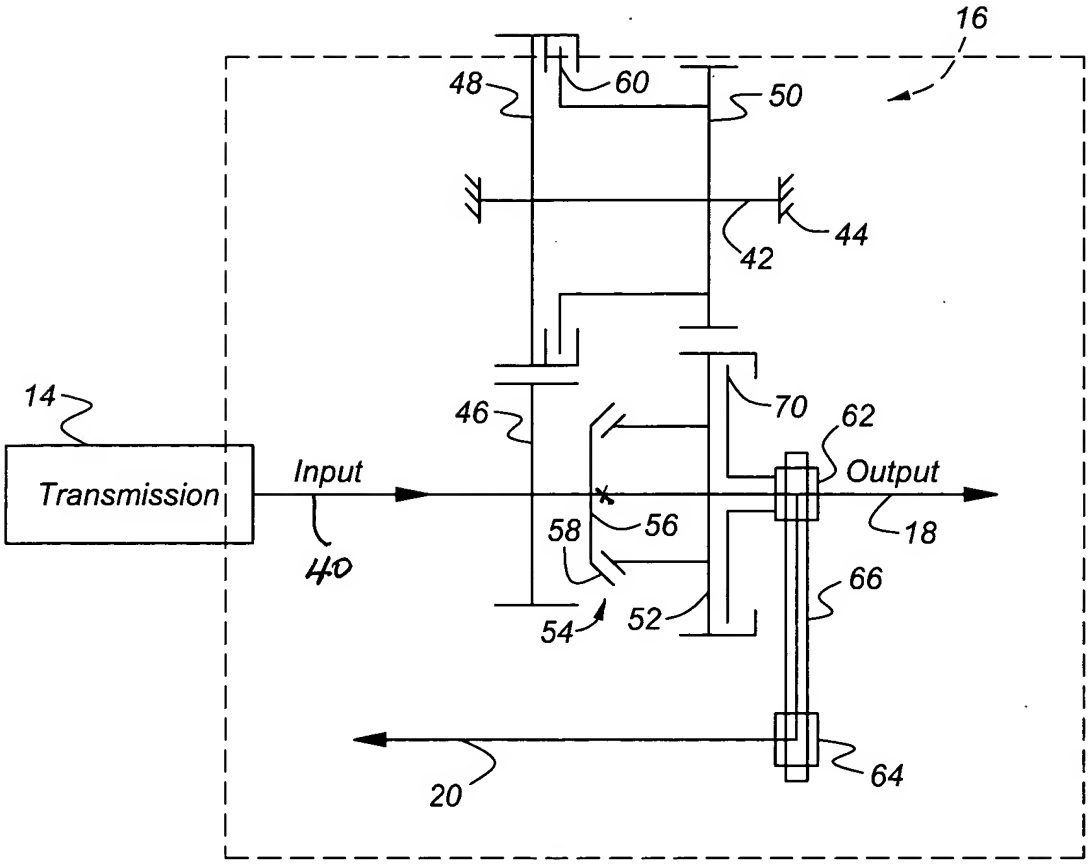

Figure 2

Mode	Coupled 54	60	70
4x2 Hi	X		
4x2 Lo		X	
4x4 Hi	X		X
4x2 Lo		X	X

Coupler
Clutch
4X4

Figure 3

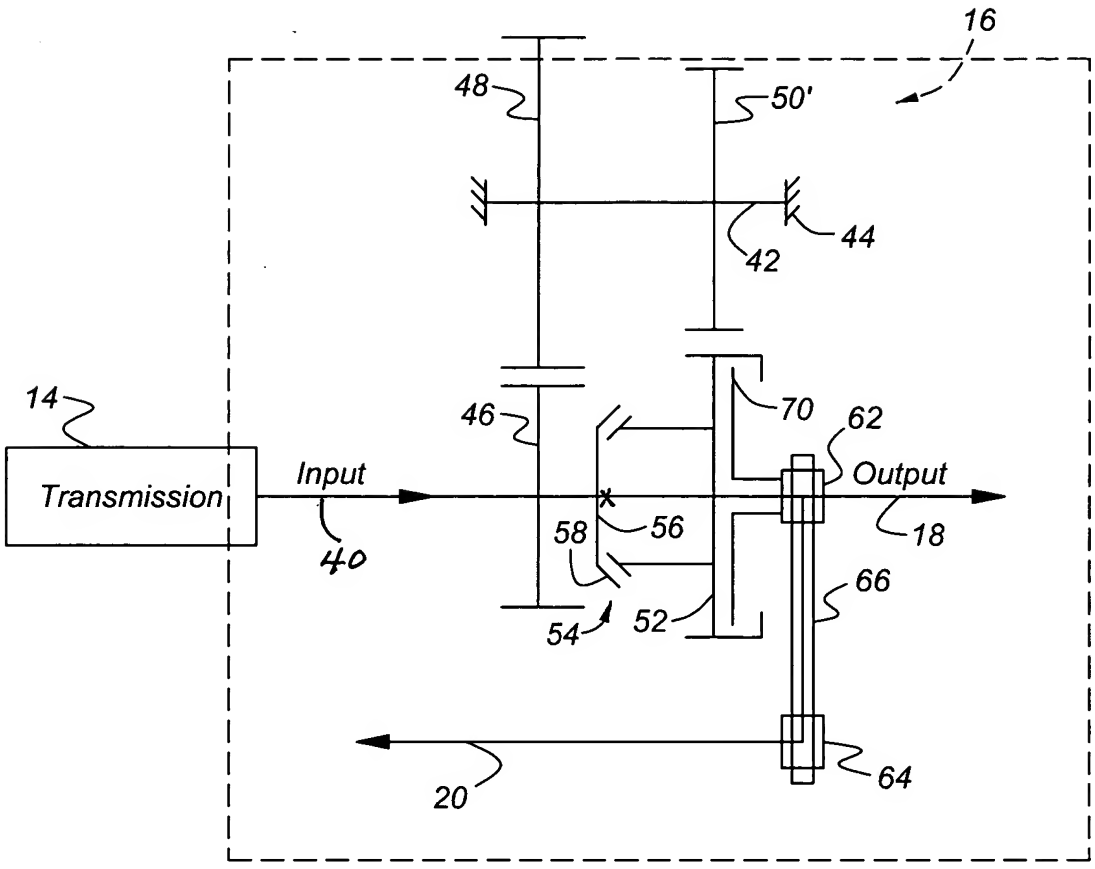

Figure 4

Mode	~~Coupled~~ Coupler 54	Clutch 70
4x2 Hi	X	
4x2 Lo		
4x4 Hi	X	X
4x4 ~~4x2 Lo~~		X

Figure 5